

IN REPLY
REFER TO

Contributed by Frank Gerhardt

AK167/A12
Serial 20-45

U. S. S. CALEDONIA (AK-167)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

261
Reg. No. 16178
R. S. No. _____

CONFIDENTIAL

3 April 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.

Subject: War Diary.

13 March 1945. At Richmond California, Kaiser Yard No. 4 the officers and crew assembled forward for the commissioning ceremony at 1345. Lieut. Commander Charles V. Elliott, USNR, representative of the Commandant of the Twelfth Naval District, read his orders and accepted the Ship for the United States Navy. Lieut. F. G. Stelte read his orders directing him to take command of the ship. The watch was set, the ship's time and log were begun, and the U. S. S. CALEDONIA (AK167) officially became a ship of the United States Navy. At 1430 got underway and proceeded to Treasure Island, California for general alterations in accordance with the Navy approved fitting out schedule. Arrived at Treasure Island 1534.

20 March 1945. Got underway at 0900 and proceeded to Naval Supply Depot, Oakland, California for purpose of loading supplies. Remained there through Friday 23 March 1945.

24 March 1945. Got underway at 0900 and proceeded to Pier 31, San Francisco, California where ship was depermed and degaussing coils set. Upon completion of deperming anchored in anchorage 12, San Francisco Bay, California.

25 March 1945. While anchored in assigned berth in San Francisco Bay, California, about 0640 an unidentified merchant ship swung dangerously close during a rain storm. In order to avoid collision, got underway and shifted berths. 0715 Anchored in San Francisco Bay, California, Anchorage 12.

26 March 1945. Got underway at 1300 and proceeded down San Francisco Bay to Anchorage 9. During entire afternoon calibrated compasses and radio direction finder. Upon completion of calibration returned to assigned berth in Anchorage 12.

27 March 1945 through 29 March 1945. No events of importance occurred.

30 March 1945. Got underway and proceeded to San Pedro, California in obedience to COMWESSEAFRON A4-3 ING 4 (WSF-10-WS) for shakedown operations. Steamed all day Friday and arrived in San Pedro at 1510 Saturday 31 March 1945. Taking into consideration the very recent commissioning date of the ship, the routine appeared to be running smoothly and satisfactorily.

2400 Saturday 31 March 1945, Anchored in San Pedro Bay, Berth E-8 with 45 fathoms of chain to the starboard anchor on the following bearings: Seal Beach Stack 087°T; Middle Breakwater Light 120°T; and North Breakwater Light 224°T.

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CC: CINCPAC

F. G. Stelte
F. G. STELTE.

IN REPLY
REFER TO

AK167/A12
Serial 22-45

CONFIDENTIAL

26
CincPac-63208
R. S. No. 12865

U. S. S. CALEDONIA (AK-167)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

2 May 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary

1 April 1945. Anchored in San Pedro Bay, Berth E-8 with 45 fathoms of chain to the starboard anchor on the following bearings: Seal Beach Stack 087°T; Middle Breakwater Light 120°T; and North Breakwater Light 224°T.

2 April 1945. 0836 San Pedro Shakedown Inspection Party came aboard and made preliminary shakedown inspection. 1245 Got underway and began shakedown operations. Miscellaneous drills were held during the afternoon with satisfactory results.

3 April through 13 April 1945. Continued shakedown operations. Miscellaneous drills were held daily showing marked improvement. During this period tactical data was obtained for the ship and different speeds were determined by running the measured mile.

14 April 1945. 0800 Final Shakedown Inspection Group, Captain W. W. Feineman, USN, Senior Officer came aboard. 1140 Completed final shakedown inspection. 1510 Moored port side to dock in Berth 121, San Pedro Lumber Company, San Pedro, California in accordance with seven days availability as granted by San Pedro Shakedown Group.

15 April through 19 April 1945. Under going general repairs and alterations.

20 April 1945. 1839 Underway from San Pedro, California to San Francisco, California in accordance with Operational Order No. 172176.

21 April through 22 April 1945. Encountered head winds of from 15 to 30 knots. Discovered that while unloaded could not make more than 4½ knots per hour, consequently arrival in San Francisco, California was delayed 36 hours.

23 April 1945. Moored port side to dock in Berth Baker, Pier 90, San Francisco, California.

24 April through 30 April 1945. Loading general cargo. Upon completion of loading cargo at 1610 began preparation for sea on or about 1 May. 2359 Moored to port side to Pier 90, Berth Baker, San Francisco, California.

CC:
CinC, PacFlt

F. G. Stelte
F. G. STELTE
Commanding Officer

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IN REPLY
REFER TO

AK167/A12
Serial 23-45

CONFIDENTIAL

U. S. S. CALEDONIA (AK-167)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

(CinCPac-65716) 204
13277

2 June 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary

1 May 1945. 0903 Underway for Manus Island in obedience to operational voyage order No. 706-45 of 26 April, 1945. 1435 Took departure from San Francisco on following bearings; Buoy A 219.5; Buoy B 084; and Farallon Island 332.

2 May through 22 May 1945. Steaming as before. No events of importance occurred.

23 May 1945. Arrived at Manus Island and proceeded to assigned anchorage. 0936 Anchored in berth C-5 Seeadler Harbor, Manus Island, in 12 fathoms of water with 60 fathoms of chain to starboard anchor.

24 May 1945. 2105 Sounded General Quarters as a result of a Flash Red alarm from SOPA. 2109 Secured from General Quarters.

25 May 1945. Anchored as before.

26 May 1945. 1300 Shifted berth to Murzim Dock, Manus Island, and commenced unloading operations.

27 May 1945. 1700 Observed fire on ship at ammunition pier. Made all preparations for getting underway. 1930 Port Director reported all danger from fire had ceased.

28 May 1945, through 31 May 1945. Continued unloading operations.

F. G. Stelte
F. G. STELTE
Commanding Officer

CC: CinCPac

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IN REPLY
REFER TO

REG. NO 1-1446
R. S. NO
REG. SHEET NO 12

AK167/A12
Serial 0-25

U. S. S. CALEDONIA (AK-167)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

2 July 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary.

- 1 June. Moored portside to Murzim Dock, Seeadler Harbor, Manus Island, Admiralty Group with two wire and four manila lines. SOPA CTG 72.6. Ships present: Various ships of the Allied Nations. Loading general cargo in all holds.
- 2 June. Moored as before. 2135 Went to General Quarters on a signal from SOPA. No details as to cause for alarm were given.
- 3 June. Moored as before. 1020 Got underway and proceeded to Los Negros Island and moored portside to Dock No. 9 with 2 wire and 4 manila lines out to the dock. Commenced further loading of cargo in holds and on deck.
- 4 June. Moored as before.
- 5 June. Moored as before. 1408 Got underway for Samar in obedience to COMSERV 7th Flt. dispatch 270949. 1755 With beach A bearing 217° and beacon B bearing 155° , took departure and set course 314° .
- 6-10 June. Steaming as before. No events of importance occurred.
- 11 June. Entered San Pedro Bay and received orders to proceed to Guiuan, Samar. 1410 Anchored in Berth A-14 Guiuan Harbor, Samar Island, in 7 fathoms of water with 45 fathoms of chain to the port anchor on the following bearings: S. E. beacon, Bar Island 289° ; beacon on Raton Island 013.5° ; church spire in Guiuan, Samar Island 349.5° .
- 12 June. Anchored as before.
- 13 June. Anchored as before. 1300 Got underway to shift berths. 1330 Anchored 100 yards north of Berth Z-14 with 45 fathoms of chain to the starboard anchor in 8 fathoms of water on the following true anchorage bearings: church spire 044° ; Bar Island beacon 174° ; and beacon 264° . 1700 Commenced unloading cargo, unloading operations being conducted by special working parties sent aboard from Guiuan.
- 14-19 June. Anchored as before. Unloading general cargo.

133622

AK167/AL2
Serial o-25

2 July 1945

CONFIDENTIAL

Subject: War Diary.

20 June. Anchored as before. 1230 Completed unloading general cargo.

21 June. Anchored as before. 0730 Got underway for Tacloban in obedience to operational plan. 1153 Anchored in Berth 36 in San Pedro Bay, Philippine Islands in 7 fathoms of water with 45 fathoms of chain to the starboard anchor on the following true anchorage bearings: beacon A 203°; beacon 235°. SOPA CNS Tacloban. Ships present: various naval vessels of the U. S. Fleet.

22 June. Anchored as before. 1523 Got underway for Manus Island in accordance with Order No. 421 of Port Director, Navy 3964.

23-27 June. Steaming as before. No events of importance occurred.

28 June. Anchored in Berth E-5, Seeadler Harbor, Manus Island in 15 fathoms of water with 45 fathoms of chain to the starboard anchor on the following true bearings: beacon A 333.5°; beacon B 018°; beacon J 230°. Ships present: various naval units of the Allied Nations.

29 June. Anchored as before. 1020 Got underway from Seeadler Harbor, Manus Island, Admiralty Group to Darwin Australia in accordance with Movement Order 1400-45. With beacon B bearing 226° and beacon A 204° took departure from Manus Island and set course of 066° T.

30 June. Steaming as before, on various courses in conformance with routing instructions.

F. G. Stelte
F. G. STELTE.

CC: CinCPacFlt

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AK167/A12
Serial 0-27

U. S. S. CALEDONIA (AK-167)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

3 August 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary.

1-4 July. Steaming on various courses at standard speed of 12.0 knots enroute to Port Moresby, New Guinea, for purpose of obtaining pilot for negotiation of Torres Straits. No events of importance occurred.

5 July. Steaming as before. 0955 Entered Port Moresby Harbor and was boarded by Lieut. Barnell of the Royal Naval Reserve. No pilot available. 1035 Got underway for Darwin Australia in obedience to operational orders.

6 July. Steaming as before. 0353 Entered Torres Straits. Proceeding at various courses conforming to channel. 2145 Carpenteria Lightship abeam to port, distance 6 miles, took departure from the Great Northeast Channel and Torres Straits and set course to 271°t.

7-8 July. Steaming as before. No events of importance occurred.

9 July. 0130 Entered Van Diemen Gulf. 0429 Pilot J. R. COUBE came aboard. Proceeding on various courses and speeds through the Clarence Straits. 1202 Entered Darwin Harbor. Pilot MACARTHUR came aboard. 1256 Moored port side to dock at Darwin Australia with following lines in use, 2 wire and 4 manila.

10-12 July. Moored as before. Loading general cargo. 1715 Pilot SUDBURY came aboard. Shifted berths to fuel dock and commenced loading fuel.

13 July. Moored as before. 0330 Completed taking on fuel. 0525 33 passengers came aboard for passage to Milne Bay, New Guinea. 0700 Got underway for Milne Bay, New Guinea. Harbor Pilot SUDBURY at conn. Pilot COUBE aboard for negotiation of Clarence Straits. 0807 Pilot SUDBURY left ship, pilot COUBE at conn. 1350 Pilot COUBE left ship. Proceeding on various courses conforming to channel. 2246 Made base course 090° and took departure from Van Diemen Gulf.

14-15 July. Steaming as before. No events of importance occurred.

16 July. 0806 Pilot F. G. STRATFORD came aboard for negotiation of Great Northeast Channel and Torres Straits. Proceeding on various courses conforming to channel. 2050 Passed Bramble Cay light abeam to port, distance 1 mile. 2116 With Bramble Cay light bearing 279° t. took departure from Great Northeast Channel and Torres Straits and set course of 099° t.

17 July. Steaming as before. 1815 Entered Port Moresby Harbor to disembark pilot. 1920 Anchored in Port Moresby Harbor in 12 fathoms of water with 60 fathoms of chain to the starboard anchor on the following true anchorage bearings: Hogolu

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REG. NO. 4806
R. S. NO.
REG. SHEET NO. 16 of
- 2 -
3 August 1945

CONFIDENTIAL

Subject: War Diary.

Range 359°; Hanudamara Left Tangent 224°; Paga Point Right Tangent 146°. 2113 Pilot disembarked.

18 July. Anchored as before. 0805 Got underway for Milne Bay, New Guinea in obedience to operational plan, Captain at conn, Executive officer and navigator on bridge. 0835 With left tangent of Daugo Island bearing 296°, right tangent of small island to eastward of Daugo Island bearing 337°, right tangent of the northeastern Lolorura Island bearing 010°, took departure and set course of 180° t; standard speed 12.3 knots, (175rpm). 1216 Changed course to 115° t.

19 July. Steaming as before. 0915 Standing into China Straits on various courses and speeds. 1030 Entered Milne Bay. 1225 Pilot TREGLIA came aboard. 1252 Moored stardboard side to dock at Gamadodo, New Guinea with 2 wire and 4 manila lines to dock. 1345 Pilot left ship. Commenced loading general cargo.

20-21 July. Moored as before. 1420 One officer and three enlisted men came aboard for passage to Manacani Island, Philippine Islands. Other passengers remained aboard for further transportation.

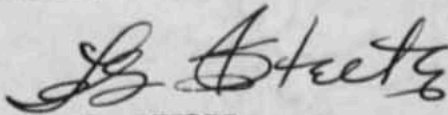
22 July. Moored as before. 1250 Pilot TREGLIA came aboard. 1303 Underway from East Dock no. 2, Gamadodo New Guinea to Leyte Gulf in accordance with operational order. 1320 Pilot left ship. Proceeding at various courses and speeds. 1630 Proceeding through Raven Channel and Goschen Straits.

23 July. Steaming as before on various courses conforming to routing instructions along New Guinea coast.

24-29 July. Steaming as before on various courses conforming to routing instructions. No events of importance occurred.

30 July. Steaming as before. 0855 Entered Leyte Gulf. Steaming on various courses conforming to channel. 1452 Pilot PIDO came aboard. Proceeding on various courses and speeds conforming to channel into Guiuan Harbor, Philippine Islands. 1527 Anchored in Berth A-3, Guiuan Harbor, Samar, Philippine Islands, in 10 fathoms of water with 60 fathoms of chain to the port anchor on the following true anchorage bearings: Beach B 356°; Church Spire 037°; Bar Island Beacon 078°. Ships present: U.S.S. MOUNT OLYMPUS, SOPA, and various other naval vessels of the Allied Nations.

31 July. Anchored as before. 1645 All passengers who came aboard at Darwin Australia disembarked. No further unusual event occurred.


F. G. STELTE.

IN REPLY
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AK167/A12
Serial 0-29

U. S. S. CALEDONIA (AK-167)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

4 September 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary.

1-5 August. Anchored in Berth A-3, Guiuan Harbor, Samar, Philippine Islands, in 10 fathoms of water with 60 fathoms of chain to the port anchor on the following true anchorage bearings: Beacon B 356°, Church Spire 037°, and Bar Island Beacon 078°. Ships present: USS JASON, SOPA, and various other units of the Pacific Fleet and Allied Nations. No. 1 boiler in use for auxiliary purposes.

6 August. Anchored as before. 1320 Got underway to shift berths to Liberty Dock at Manicani Island in accordance with signal received from Port Director. Proceeding at various courses and speeds conforming to channel. 1403 Moored port side to dock at Manicani Island, Philippine Islands, with 4 manila lines doubled and 2 wire lines. Ships present: USS JASON, SOPA, and various other naval vessels of the Allied Nations.

7 August. Anchored as before. 1055 Got underway and moved about 400 yards from the dock and anchored in order to prevent any damage which might occur from underwater blasting operations being held near the dock. 1540 Returned to the dock and moored as before. 1622 Commenced unloading operations.

8-14 August. Moored as before. Unloading cargo from all hatches. No events of importance occurred.

15 August. Moored as before. 0700 Got underway to shift berths to dock at Calacoan Island, to complete unloading operations. 0905 Moored port side to dock Calacoan Island, Philippine Islands, Berth No. 3 with following lines in use; 4 manila and 2 wire. Ships present: USS JASON, SOPA, and various other naval vessels of the Allied Nations. 0910 Began unloading operations.

16-17 August. Moored as before.

18 August. Moored as before. 1804 All cargo for the Samar area having been unloaded, and all cargo for next destination having been loaded, all hatches were secured and preparations made to shift berths to anchorage to await orders. 1815 Got underway to shift berths. 1928 Anchored in Guiuan Harbor, Samar, Philippine Islands, Berth A-54 in 12 fathoms of water, with 60 fathoms of chain to the port anchor on the following true bearings: Signal Tower H-2 055°, Signal Tower H-3 326°. Ships present: USS HENRY T. ALLEN, SOPA, and various other naval vessels of the Allied nations. 2130 Got underway to shift berths to clear ship swinging dangerously close in same anchorage. 2135 Anchored in Guiuan Harbor, Philippine Islands, Berth A-54 in 12 fathoms of water with 60 fathoms of chain to the port anchor on the following true bearings: Signal Tower H-2 054°, Signal Tower H-3 327°. Ships present: USS HENRY T. ALLEN, SOPA, and various other naval vessels of the Allied Nations.

140819

AK167/A12
Serial O-29

4 September 1945

CONFIDENTIAL

Subject: War Diary.

19 August. Anchored as before. 0737 Got underway from Guiuan Harbor to Balusao, Samar to take on water. 1050 Hove to in Balusao awaiting reply to request for water. 1102 Upon learning that water could not be obtained for two days, proceeded at various courses and speeds back to Guiuan Harbor, Samar, Philippine Islands. 1345 Anchored in Guiuan Harbor, Philippine Islands, Berth A-54 with 60 fathoms of chain to the port anchor in 12 fathoms of water on the following true bearings: Signal Tower H-2 056°, Signal Tower H-3 327°.

20 August. Anchored as before. 1025 Received aboard a draft of 2 officers and 72 enlisted men for passage to Subic Bay, Luzon, Philippine Islands, 1329 Got underway from Guiuan Harbor, Samar Island to Subic Bay, Luzon Island, Philippine Islands. 1340 With right tangent of Homonhon Island bearing 176°t., left tangent of same island bearing 245°t., took departure and set course of 236°t., speed 12.3 knots. Steaming on various courses after this in accordance with routing instructions.

21-22 August. Steaming as before. No events of importance occurred.

23 August. Steaming as before. 0800 Made preparations for entering the harbor at Subic Bay, Luzon, Philippine Islands. 1030 Anchored in Berth 97, Subic Bay, Philippine Islands, in 20 fathoms of water with 76 fathoms of chain to the port anchor on the following true bearings: Augusuhin Point Light 248°, Mayanga Island Light 337°. Ships present: USS TETON, SOPA, and various other naval vessels.

24 August. Anchored as before. 1015 All passengers disembarked on LCM, which came along starboard side.

25 August. Anchored as before.

26 August. Anchored as before. 1830 Made all preparations to shift berth to dock. 1845 Got underway to shift berth to Liberty Dock in accordance with orders from CNB Subic Bay. 1925 Moored portside to Liberty Dock, Subic Bay, Luzon Island, Philippine Islands with the following lines to the dock: 7 manila and 1 wire. Ships present: USS TETON, SOPA, and various other naval vessels.

27 August. Moored as before. 0615 Working party came aboard and unloading operations were begun in all hatches.

28 August. Moored as before.

29 August. Moored as before. 2100 Water barge moored alongside to starboard, commenced taking on water. 2325 Completed taking on water having received 24,636 gallons. Water barge cast off.

30 August. Moored as before. 0642 Completed unloading operations. 0718 Got underway from Liberty Dock to shift berths to Subic Bay anchorage to await further orders as to disposition of aerial mines left on board before departing for Noumea, New Caledonia.

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4 September 1945

CONFIDENTIAL

Subject: War Diary.

0759 Anchored in Berth 100 in 20 fathoms of water with 60 fathoms of chain to the starboard anchor on the following true bearings: Mayanga Island Light 300°, Agusuhin Point Light 257°, Left Tangent Grande Island 199°.

31 August. 2400 Anchored as before in Berth 100 Subic Bay, Luzon Island, Philippine Islands in 20 fathoms of water with 60 fathoms of chain to the starboard anchor on the following true bearings: Mayanga Island Light 300°, Agusuhin Point Light 257°, and Left Tangent of Grande Island 199°. Ships present: USS TETON, SOPA, and various other naval vessels of the Allied Nations. Boiler No. 1 in use for auxiliary purposes.

F. G. Stelte
F. G. STELTE.

CC: CinCPacFlt

IN REPLY
REFER TO

AK167/A12
Serial 0-30

U. S. S. CALEDONIA (AK-167)

c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

4 October 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary.

1-13 September. Anchored in Berth 100, Subic Bay, Luzon, Philippine Islands, in 20 fathoms of water with 75 fathoms of chain to the starboard anchor, on the following bearings: Mayanga Light 300°, Agusuhin Point Light 257°, left tangent of Grande Island 199°. Ships present: USS DOBBIN, SOPA and various units of the U. S. Navy. No events of importance occurred during this period.

14 September. Got underway for Noumea, New Caledonia in obedience to operational orders. Steaming on various courses in conformance with routing instructions.

15 September. Steaming as before. Commenced jettisoning mines for which no receiver was available at Subic Bay. Unloading operations proceeding in conformance with instructions received from Mine Disposal office at Subic Bay. 1645 Secured unloading operations for the day.

16 September. Steaming as before. Resumed unloading operations at 1002 and secured operations at 1600.

17 September. Steaming as before.

18 September. Steaming as before. 1325 Unloaded several mines from No. 1 hold. Secured unloading operations for the day at 1657.

19-21 September. Steaming as before.

22 September. Steaming as before. 0830 Commenced jettisoning mines. 1555 All mines unloaded and unloading operations ceased.

23-29 September. Steaming as before. No events of importance occurred.

30 September. Steaming as before. 1624 Standing into Noumea, New Caledonia on various courses conforming to channel. Pilot C. H. LEGRAS at conn, Captain, Executive Officer and Navigator on bridge. 1835 Moored port side to Nickel Dock, Berth 9, Noumea, New Caledonia, with six manila lines and one wire out to the dock. Ships present: various U. S. Naval vessels, SOPA administrator, Signal Station H-3.

CC: CinCPacFlt

F. G. Stelte
F. G. STELTE.

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ROUTE TO:

10 DEC 1945

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Reg. No.

IN REPLY
REFER TOAK167/A12
Serial 0-30

U. S. S. CALEDONIA (AK-167)

c/o FLEET POST OFFICE
SAN FRANCISCO. CALIFORNIACONFIDENTIAL

4 November 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary.

1-5 October. Moored portside to Berth No. 8, Nickel Docks, Noumea, New Caledonia with 6 manila lines and 1 wire out to the dock. Boiler No. 1 in use for auxiliary purposes. General loading operations in progress.

6 October. Moored as before. Three officers and twenty-three enlisted men came aboard for passage to Subic Bay, Philippine Islands. 0710 Got underway in obedience to Commander South Pacific Orders No. 200319 for Subic Bay, Luzon, Philippine Islands via Manus Island, Captain at Conn, Executive Officer and Navigator on Bridge. Steaming on various courses in conformance with routing instructions.

7-12 October. Steaming as before. No events of importance occurred.

13 October. Steaming as before. 1112 Anchored in Berth 384, Seeadler Harbor, Manus Island, Admiralty Islands, in 14 fathoms of water with 60 fathoms of chain to the starboard anchor on the following bearings: Beacon C 133°, Beacon E 112°, and Beacon B 026°.

14 October. Anchored as before.

15 October. Anchored as before. 1005 Got underway for Subic Bay, Luzon, Philippine Islands, in obedience to Movements Order No. 1847-45 in accordance with Commander, South Pacific Order No. 200319 of September 1945, Captain at Conn, Executive Officer and Navigator on Bridge. Proceeding on various courses in conformance with routing instructions.

16-22 October. Steaming as before. No events of importance occurred.

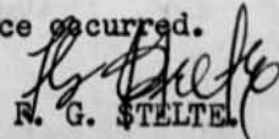
23 October. Steaming as before. 1406 Anchored in Berth 134, Subic Bay, Luzon, Philippine Islands in 23 fathoms of water with 75 fathoms of chain to the starboard anchor on the following true bearings: Agusuhin Point Light 294°, Mayanga Island Light 015°, and Kalaklan Point Light 069°. Ships present: SOPA, SAN CLEMENTE and various other naval vessels.

24 October. Anchored as before. Passengers disembarked.

25-29 October. Anchored as before. No events of importance occurred.

30 October. Anchored as before. 1115 LCM came alongside to port, and commenced taking off deck cargo. 1615 LCM cast off, and unloading operations ceased.

31 October. Anchored as before. No events of importance occurred.


R. G. STELTEL

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IN REPLY
REFER TO

AK167/A12
Serial 0-32

U. S. S. CALEDONIA (AK-167)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

RECEIVED S-C

Room 2

ROUTE TO: 03

27 DEC 1945

4 December 1945 A12-1/AK.167

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander in Chief, U. S. FLEET.
Subject: War Diary.

Doc. No.

Copy No. of

Reg. No.

1-3 November. Anchored in Berth 134, Subic Bay, Luzon, Philippine Islands in 23 fathoms of water with 75 fathoms of chain to the starboard anchor on the following true bearings: Agusuhin Point Light 294°, Mayanga Island Light 015°, and Kalaklan Point Light 069°. Ships present: USS DOBBIN, SOPA, and various other naval and merchant vessels.

4 November. Anchored as before. 1730 Veered starboard anchor chain to 90 fathoms.

5-11 November. Anchored as before.

12 November. Anchored as before. 1750 Commenced to unload deck cargo by LCTs.

13 November. Anchored as before. 1445 Ceased to unload deck cargo.

14 November. Anchored as before. 1600 Got underway in obedience to orders from CNB Subic Bay, Luzon, Philippine Islands, to shift berth to Liberty Dock, Subic Bay, Luzon, Philippine Islands. Pilot at Conn, Captain, Executive Officer and Navigator on Bridge. Proceeding on various courses and speeds conforming to channel. 1727 Moored port side to Liberty Dock, Subic Bay, Luzon, Philippine Islands with 5 manila lines doubled and one wire line out to dock. Ships present: USS MAUI, SOPA, and various other naval and merchant vessels.

15 November. Moored as before. 0700 Commenced to load deck cargo. 1910 Completed loading deck cargo.

16 November. Moored as before. 1610 With all deck cargo secured, got underway in obedience to orders from CNB Subic Bay, to change berth to Anchorage Berth 170 from Liberty Dock, Subic Bay, Luzon, Philippine Islands proceeding on various courses and speeds conforming to channel. 1640 Anchored in Berth 170, Subic Bay, Luzon, Philippine Islands in 20 fathoms of water with 60 fathoms of chain to the port anchor on the following true bearings: Signal Tower H-1 218°, Signal Tower H-2 042°, right tangent of Bluff 156.5°. 2130 Three officers and five enlisted men came aboard for passage to Guiuan, Samar, Philippine Islands.

17 November. Anchored as before. 0628 Got underway in obedience to orders from Commander Service Squadron SEVEN for CNS Samar, Philippine Islands. Captain at Conn, Executive Officer and Navigator on Bridge. Steaming on various courses and speeds in conformance with routing instructions.

153574

AK167/A12
Serial O-32

4 December 1945

CONFIDENTIAL

Subject: War Diary.

18 November. Steaming as before.

19 November. Steaming as before. 2240 Anchored in Guiuan roadstead in 18 fathoms of water with 61 fathoms of chain to the starboard anchor on the following true bearing: Signal Tower H-1 001°, distance 2½ miles. Ships present: USS BUNKER HILL, SOPA, and various other naval and merchant vessels.

20 November. Anchored as before. 0946 Got underway in obedience to orders from Port Director, Guiuan, Samar, Philippine Islands to shift berth from Guiuan roadstead to Berth Able 15, Guiuan Samar, Philippine Islands. Pilot at Conn; Captain, Executive Officer and Navigator on Bridge; entering harbor on various courses and speeds conforming to the channel. 1049 Anchored in Berth Able 15, Guiuan Harbor, Samar, Philippine Islands in 6 fathoms of water with 45 fathoms of chain to the starboard anchor on the following true bearings: Bar Island Beacon 292°, Church Spire 355°, left tangent Manicani Island 262°.

21-22 November. Anchored as before.

23 November. Anchored as before. 0915 Passengers disembarked. 1230 Set typhoon condition #2.

24 November. Anchored as before. 2200 Secured from typhoon condition #2 and set typhoon condition #1.

25-30 November. Anchored as before.

F. G. Stelte
F. G. STELTE.

cc: CinCPacFlt

NOV 7 15 AM

IN REPLY
REFER TO

AK167/A12-1
Serial 109-45

U. S. S. CALEDONIA (AK-167)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA



JOR

18 October 1945 RECEIVED
Navy Department
Secy's Office Records Div.

S011 7 88

From: The Commanding Officer.
To: Secretary of Navy.
Subject: Ship's History.
Reference: (a) AlPac 202 dated 2 October 1945.
Enclosure: (A) Two copies of Ship's History.

All encs. rec'd
EX-102 Mail Room

1. In accordance with reference (a) enclosure (A) is here-
with forwarded.

F. G. Stelte
F. G. STELTE.



156409

PRINT

SHIP'S HISTORY

The U.S.S. CALEDONIA AK-167, built by the Kaiser Cargo Company for the U. S. Maritime Commission, and named for Caledonia County, Vermont, was commissioned as a Naval Auxiliary on 13 March 1945 at the builder's #4 yard, Richmond, California.

From that date until 30 March, the ship remained in the San Francisco Bay Area for alterations, fitting out, and loading of stores and supplies. On 30 March, the vessel sailed for San Pedro, arriving the next day, and commencing shakedown operations on 2 April.

Shakedown culminated in the final inspection on 14 April, and by that time great progress had been made towards making the vessel an efficient operating unit for service with the fleet. From 15 April to 19 April a post shakedown availability was enjoyed at the repair yard of the Consolidated Steel Company at San Pedro. From 20 April to 23 April was spent enroute to San Francisco, and from 24 April to 30 April the vessel loaded its first outward cargo.

Sailing from San Francisco on 1 May, the vessel arrived at Manus in the Admiralties 23 May, and from 26 May until 2 June was partially discharged then more cargo loaded there and at Los Negros. Vessel set sail for Guiuan, Samar, Philippine Islands on 5 June. Arriving there on 11 June, no dock space being available, the ship was discharged in the stream.

Vessel sailed for Manus on 22 June for further routing to Darwin, Australia, and arrived there 9 July after making the difficult Torres Straits passage without a pilot. Vessel sailed on 13 July with a partial load and thirty-three passengers, and after spending the night of 17 July at Port Moresby, New Guinea, and dropping our Torres Straits pilot there, passed through the China Straits and into Milne Bay, where we docked at Gamadodo on 19 July. Loading was completed on 22 July, and the vessel sailed for Samar, Philippine Islands, arriving at Guiuan on 30 July. It was 7 August before unloading commenced at Manicani Island, and on 15 August the ship moved to nearby Calacoan Island to continue partial discharge, and then load for Subic Bay.

Vessel sailed for Subic Bay, Luzon, Philippine Islands on 20 August with seventy-four Coast Guard personnel on board, arrived there three days later, and went alongside for discharge 26 August. By 30 August the discharge was completed with the exception of 875 two thousand pound mines and accessories loaded at Darwin, and it was 14 September before ship could get disposition made and sail for Noumea, New Caledonia. Before arrival there on 30 September all the mines were jettisoned without incident.

Loading at Noumea was completed by 7 October, and with twenty-six passengers, vessel sailed for Manus, for further routing to Subic Bay, arriving there on 23 October 1945.